Det. Bel Isle & Windsor Ferry C. 67

VOL. IX NO. 18. CLEVELAD. O., MAY 5 1887. $2.00 PER ANNUM, SINGLE COPIES CENTS

## *AROUND THE LAKES.*

CLEVELAND.

Advices received at this port Wednesday morning say that the Sault canal is open. We now have through traffic on all the lakes.

The steamer Superior and schooners Negaunee and Reid Case arrived yesterday from Escanaba with the first ore cargoes this season. They were the first boats out of Escanaba.

M. T. Brittain who has been making a tour of the lake towns, has returned to the city. While Mr. Brittain is as delicate in appearance as ever he continues to enjoy good health.

The Chicago Inter Ocean comments on Radcliffe's last launch as follows: The new steamer, Wiley M. Eagan, the property of the well known vessel agent and owner of that name, arrived from Cleveland Monday on her first trip. She is a fine looking vessel, rides the water proudly, and is stoutly constructed.

Captain Henry, of the Lehigh line, was in the city on Tuesday and closed the contract with the Globe Iron Works Co. for a new steamer for the line, the dimensions of which will be 290 feet keel, 308 feet over all, 40 feet beam and 25½ feet depth of hold. The machinery will be a duplicate of that in the Cambria and the boiler 12½ by 14 feet.

The propeller Northerner, which arrived at this port some time ago and went into the Cleveland Drydock Co.'s dock, will be rebuilt by that company. The machinery and boiler of the burned steamer appear to be in good condition. She is now lying in Presley's slip and will be cleaned out and trimmed up before she goes into drydock for a rebuild.

The steamship now being built at Murphy's shipyard for Corrigan and Mack, has been named the Aurora. The boat is being pushed along in a lively manner and will be completed in time to take part in this season's business. The castings for the machinery are out and we hope in a few weeks to give views of them.

Quite a number of invited guests assembled on the new steamer Horace A. Tuttle last Saturday and enjoyed the pleasures of a trial trip. The owners of the steamer and the gentleman after whom she was named were aboard and everybody had a good time. The machinery worked well if we may except a hot pin. The Tuttle left light for upper lake ports at 12 o'clock Saturday night.

Captain E. N. Edmumds (not a mariner), was in the city this week from Birmingham, Alabama. Captain Edmunds, who is commander of G. A. Custer post No. 49, visited Memorial post last evening, and when it became known that his post had no banner Memorial, with customary generosity, voted that it be supplied forthwith, beside donating, $25 for the relief fund of the Alabama post. Captain Edmunds is assistant inspector of the United States, and met many grand army friends while in the city.

Meteorological summary for the week ending May 4:

| | |
|---|---|
| Mean barometer | 29.902 |
| Mean temperature | 54.8 |
| Mean humidity | 65.8 |
| Total precipitation, inch | 1.09 |
| Prevailing direction of wind | South. |
| Total wind movement | 1894 |
| Av. cloudiness | 6.3 |
| Av. state of weather | Fair. |
| Max. temperature, highest | 85.0 |
| Min temperature, lowest | 38.9 |

WILLIAM LINE, Sergt. Signal Corps, U. S. A.

OGDENSBURG.

. D. Allen did a remarkably rapid piece of wrecking in removing the schooner Ocean Wave from the beach twenty miles east of this port and bringing her here. They found the schooner with her port rail under water running into the hatches. They set to work and boxed the hatches and attempted to pull her off. Twice the big line of the Ferris parted but at the third attempt it held and the schooner came off.

CHICAGO.

*Special to the Marine Record.*

The fine new steamship Samuel Mather, Captain R. Neville, arrived here last Thursday afternoon with about 2,000 tons of coal from Cleveland, where she was recently built by Quayle's Sons. She is fitted up with all the modern improved machinery, and her cabins and state rooms are elegantly furnished. She encountered about thirty-five miles of ice on her way up, but after leaving the Waugoshance she made splendid time with her fine machinery, supplied by the Globe Iron Works, Cleveland, which worked smoothly and well all the way. The steamship Calumet had all she could do to hold her own with the Mather on Lake Michigan, although the latter could only run her machinery easy in consequence of its being new. The Mather left this port at 6 p. m. Tuesday with 75,664 bushels of heavy corn, on a draft of 15 feet forward and 15 feet 3 inches aft, and would have carried 80,000 bushels had she carried a full load.

Captain Elgin Bowen has taken command of the tug J. C. Ingram, of the Dunham line, vice Captain M. J. Driscoll, who has taken command of the tug Ewing, recently purchased and greatly improved by Captain J. S. Dunham. Captain Dunham has purchased the fine tug O. B. Green for $10,000, to enable him to do the towing of all the line boats which arrive here from Buffalo.

Captain John Anderson, formerly owner and master of the steambarge Daisy Day, has been appointed assistant harbor master in place of Captain Carey, and Captain Wm. Davidson has taken the place of Captain Walterholther, who held a similar position. The appointment of a man to supersede Captain John McCarthy has not yet been announced, and it is probable he may retain the position.

The first round trip arrival from Chicago was the propeller Australasia and consort, James Couch, followed closely by the propeller Syracuse. Both steamers were ashore in the Straits, but got off without damage. Notwithstanding the fact that the Australasia was delayed in her effort to force a passage through the Straits, she has made the first round trip from the lower lakes, and Captain Cowan deserves much credit for the business qualifications he has shown in handling his great charge.

Captain Gunderson has been made commander of the schooner Lydia E. Raessler.

Captain Davidson has been placed in charge of the schooner Wolverine, of Grand Haven.

The schooner Annie Maria was the first vessel of the season to bring a cargo of wheat to Chicago from Milwaukee.

The steamship Susquehanna arrived at this port Sunday forenoon, with a canvas jacket hung over her bows, having had some of her plates forward punctured by heavy ice on her way up. It was found on examination after her arrival that in addition to the damage to her plating some frames are also broken.

James Mowatt, superintendent of the Chicago Drydock Co., has removed his downtown office from 240 South Water street to 270 on the same street, at Finney & Channon's, shipchandlers.

At the Chicago Drydock Co.'s docks the schooner L. B. Sheppard was in dock for a new stem and bottom calking; the schooner Peoria for some new plank on her bottom and calking; the schooner White Cloud for a general overhauling; the schooner Forest is receiving a new foremast and topmasts; the schooners Ford River and Resumption had their decks calked; the steambarge Nunemacher received a new cabin; the steamship Oceanica some repairs.

The schooner Forest, with ties, arrived Sunday morning, minus her foremast head, fore topmast and main topmast, which she lost in a heavy gale on Lake Michigan last week.

W. G. Peck has sold a one-half interest in the schooner White Cloud to W. E. Holmes, Chicago, for $2,000. WILLIAMS.

At Miller Brothers drydock's, the schooner Quickstep, formerly S. Anderson, was in dock for refastening and recalking. She was rebuilt at Muskegon, last winter receiving many new frames, considerable new ceiling and outside plank, new deck, and new cabin which is now on deck. Her forecastle was enlarged and rebuilt at a cost of over $4,000. She is chartered for 26,000 bushels of oats for Port Huron at 2¼ cents. Captain G. Becker thinks more of her than ever. The schooner Racine was in dock and had her bottom calked, the barge Advance for recalking, the schooner Reindeer for recalking all over and general repairs, the steambarge Robert Holland, has had a thorough recalking and overhauling and her new coat of black paint with scarlet stripe makes her look first class. Captain John Nicholson, commands her. She will tow the barges S. M. Stephenson, and Fanny Neil and will trade between Bayfield and this port with lumber for Bigelow Bros., who purchased her last winter. The schooners Truman Moss, R. Kanters, B. F. Wade, and Maine were in dock for recalking, the tug Success to have her shoe fixed, the steambarge Mary Groh for a new stern pipe, shaft and wheel, the steambarge I. M. Weston to have her stern bearing fixed.

The steambarge Jas. H. Shrigley, arrived Wednesday morning, with lumber from Manistee. Her first trip to this port, this season. Captain A. F. Petman, of Milwaukee, is commanding her and Wm. Keenan, of Manistee, is first engineer.

The fine new steamship Roswell P. Flower, made her first appearance at this port Wednesday at 1 o'clock p. m., having made her first round trip between Milwaukee, Buffalo and Chicago. She was towed up the river by the Robert Torrent and appeared to be easily handled. She is a superb looking steamship.

The schooner yacht Countess, will go into one of Miller Bros. drydock's, for a rebuild.

Grain charters are firm at 3¼ cents on corn and 3½ on wheat to Buffalo.

The new passenger propeller being built at Benton Harbor for the Graham & Morton Transportation Company, is rapidly approaching completion. She is 185 feet over all, 165 feet keel, 23 feet beam, and 14 feet deep. She will have a full length cabin, with accommodations for 200 passengers. Her builders predict that she will have an average running speed of more than sixteen miles an hour. She will cost $50,000. Captain Stines, formerly of the Lora, will command her.

Captain B. Wilds, fine new steamship Lansing, made her first appearance at Chicago Tuesday evening, at 8 o'clock, this being her first round trip. She carried 82,000 bushels of wheat from Detroit to Buffalo and brought along 2,400 tons of coal to this port. She has a splendid appearance and is fitted out with the most modern improvements in every respect.

BUFFALO.

*Special to the Marine Record.*

The past week has been one of unusual activity. Navigation is open through the Straits and the Sault, which accounts for our lively times.

Since my last letter the arrivals have been numerous, numbering some fifty vessels of all grades and sizes. The grain received during the week will amount to more than 2,000,000 bushels.

The ice, during the week, has been troublesome to vessels coming into port, and some damage has been done, but nothing of a very serious character. At one time we thought the fresh easterly wind which prevailed Friday and Saturday would so scatter the ice that it would give no farther trouble this season, but a sudden shift of wind to south and west brought it all back, and if anything packed it closer, and made it harder to pass through. Tugs have not been prevented from towing vessels in at any time during the week, but they have found it harder work.

The coal shippers and vessel owners are looking into the future of freights on coal from two different standpoints, very widely apart. The shippers are taking, or are trying to take advantage on account of the large amount in port and yet to arrive, of very desirable tonnage, which they think they can secure at a reduction of about 15 cents below the opening rate, which was 75 cents. But there are many vessels in port that have contracts for ore down, at more profitable figures, and they refuse to take the rates offered. There are others that have coal contracts from Ohio ports at much higher rates, which they prefer to carry and are going out light. But we must state that there are many vessels loading at the reduced rate, and must confess that the general impression among those interested is against any reduction on coal freights at this time. The old cry of "no coal for shipment, as the orders are not coming in," is the subterfuge usually resorted to. One would naturally suppose the past year would be of much service to shippers and caution them against a repetition of their expensive experience in winter railway shipments. But coal shippers and vessel men have always differed on this point, and we suppose always will.

On Monday, the 2d, the schooner Annie Vought, which has been undergoing extensive repairs this spring, was taken to the D. L. and W. coal shutes to load, and when she had on board about 400 tons of coal, she sprung aleak and had to be taken back to the drydock. The leak was discovered in the centerboard box where some pieces of plank had been put in and not calked.

The steambarge N. K. Fairbanks, when leaving port on the 4th, bound for Cleveland, light, and just outside the breakwater, struck a hard piece of ice or a log, breaking two or three blades of her wheel, and she was obliged to return to port again.

The steambarge James Pickands, in coming into port on the 4th, grounded near the foot of Main street, and remained all afternoon. The main creek is very shoal in places, but the city has commenced the spring dredging and there will be the usual depth of water in a short time.

The creek has been crowded to-day, and the tugs were kept busy. Vessels are experiencing much delay on account of the large fleet. The elevators are heavily taxed to meet the demand made upon them, and several are unable to receive until shipments can be made by canal. It was reported this afternoon that the Bennet had broken down, leaving a number of boats waiting for the repairs to be made.

John Cassidy, formerly mate of the propeller Passaic, has been appointed master of her. She was preparing to leave with her barges for Saginaw, light.

A number of light boats, with tows, left port this afternoon, but made very slow progress through the closely packed ice which extends nearly four or five miles up the lake. All vessels pass out and in, to and from the south end of the breakwater. Loaded boats, without tows, meet with but little detention in going out or in. A few warm days, such as Monday, would clear the ice out. Boats with lumber tows, bound for Tonawanda, have been obliged to pick their time down the river because of the heavy body of ice passing down.

WM.

ESCANABA.

After a hard fight for seven hours the Inter Ocean Co.'s new steamer Manhattan, light, propellers Progress, A. Folsom, and schooner F. W. Gifford, all loaded with coal; also the schooner Nellie Mason, light, succeeded in forcing a passage to our docks, the vessels arriving in the order named, May 2. The ice is slowly shifting, and the wind is blowing fresh from the northwest, with a probability that a part of the ice in the vicinity of the docks will be driven out.

### CHRISTOPHER C——.

In the city of Genoa, over the sea,
In a beautiful country called Italy,
There lived a sailor called Christopher C——;
A very wise man for the times was he.

He studied the books, and maps, and charts,
All that they knew about foreign parts;
And he said to himself, "there certainly oughter
Be some more land to balance the water.

"As sure as a gun the earth is round;
Some day or other a way will be found
To get to the east by sailing west;
Why shouldn't I find it as well as the rest?"

The court philosopher shook his head,
Laughing at all that Christopher said;
But the Queen of Spain said: "Christopher C——,
Here is some money; go and see."

This is just what he wanted to do,
And in Fourteen Hundred and Ninety-two,
From the port of Palos, one August day,
This Christopher C—— went sailing away.

He sailed and sailed with wind and tide,
But he never supposed the sea was so wide,
And the sailors grumbled and growled, and cried
"We don't believe there's another side.

"Oh, take us back to our native shore,
Or we never shall see our wives any more.
Take us back, O Christopher C——,
Or we'll tumble you overboard into the sea."

In spite of their threats he wouldn't do it;
There was land ahead and Christopher knew it.
They found San Salvador, green and low,
And the captain shouted "I told you so!

"This is the land King Solomon knew,
Where myrrh and aloes and spices grew,
Where gold and silver and gems are found,
Plenty as pebbles, all over the ground."

They thought they had sailed clear round the ball,
But it wasn't the other side at all,
But an island, lying just off a shore
Nobody ever had seen before.

They planted their flag on a silvery plain,
To show that the country belonged to Spain;
But it never once entered Christopher's mind
That North America lay behind.

Then Christopher C—— he sailed away,
And said he would come another day;
But if he had stayed here long enough
We should talk Spanish or some such stuff.

*From the Christian Union.*

## HISTORY OF LAKE NAVIGATION.

*Written for the Marine Record.*

### CHAPTER XCIV.

On the morning of the 29th of September, the schooner Neshoto, Captain B. Gray, 1872, foundered off Sturgeon Point light, Lake Huron, in eight fathoms of water. Four men and one woman were drowned. She was owned by Charles Cooley and others of Cleveland.

The schooner Summit went ashore at Tawas Point. Two lives lost.

By collision between the propeller City of Fremont, Captain Jones, and the B. R. Lummis, near Northport, on Lake Huron, the latter was sunk, the crew being all lost with the exception of one man who got on board the City of Fremont at the time of the collision.

The propeller Dalhousie, bound from Montreal to Chicago, with pig iron and merchandise, was burned on the 26th of September, forty-five miles below Niagara river in Lake Ontario. The crew were taken off by the propeller City of Concord. The Dalhousie was owned by the Welland Railway Co.

On Friday, the 27th of September, the schooner Rapid capsized in Lake Erie during a gale, and seven men were drowned. A sailor named James Low was the only member of the crew saved. He had been in the water sixty hours. The Rapid was owned by Real Canfield, of Port Jarvis, Ont., and commanded by Captain Andrew Henderson. She had cargo of 5,000 railroad ties. The wind was quite fresh, but no uneasiness was felt at first, but about midnight the storm came upon them and in trying to go about and put back to Buffalo the schooner refused to answer her helm and, capsizing, threw the entire crew into the water. The cook, who was asleep in the cabin, was at once drowned. The men lashed themselves to the cabin and waited for help, which came not, and one by one they perished, the captain going first, until all were dead but James Low, who was rescued by Captain Troy and Mate Morris Flynn, of the schooner Paragon, at the risk of their lives.

During a gale October 3d the schooners Libbie Nau and White Squall collided in Saginaw Bay and the latter was sunk. The crew of the Squall, finding all effors to save her of no avail, took to the small boat, in which for three hours they strove to reach shore, and on nearing it the boat capsized in the breakers and all were lost save Frank Root, a seaman, who hailed from Green Bay, Wis. The names of the others were Captain Daniel J. Stimson, and Mate John Strawlsen, both of Detroit; William Nelson, Harry Miller, and G. Seabranch, all of Cleveland; William Sawsman, of Peoria, Ill., and a Swede, who shipped in Cleveland, where a short time before he had deposited $100 with the Bethel church. The White Squall was owned by Hugh Coyne, of Detroit.

Schooner Mary Nau, Captain S. Gunderson, foundered in a gale on the 6th of October, between Detroit and Pilot island. The crew got ashore in a small boat.

The supervising inspector of the eighth district, in his annual report, makes the following statement:

On the 9th day of August the tug boat Ajax was burned while lying at anchor in Saginaw Bay. Origin of the fire unknown. No lives lost; estimated loss, $2,000.

On the 14th day of August, the tug boat P. S. Bemis was burned while lying at the dock at Alpena. Origin of the fire unknown. No lives lost; estimated loss $4,000.

On the 23d of August, a slight fire occurred on board of the passenger propeller Lake Breeze, while on her passage from Saginaw to Alpena. The fire originated in the pantry, but by prompt action in getting the pumps to work the fire was extinguished with but little damage.

On the 25th of September the passenger steamer Galena, bound from Alpena to Chicago, ran on to North Point reef, Lake Huron, and became a total loss; she had a cargo of lumber, which was saved. No lives lost; estimated loss $25,000.

On the 29th of September the freight propeller Detroit, bound from Saginaw to Chicago, loaded with lumber, went ashore near Harrisville, Saginaw Bay, during a gale of wind. Previous to going ashore she sprang aleak, the water putting the fires out, when she became unmanageable and drifted on to the beach. No lives lost; estimated loss, $35,000.

On the 9th of October the tug boat L. H Boole, while towing a vessel in to the piers at South Haven, Lake Michigan, got the tow line foul of her propeller-wheel, which disabled her, and she drifted ashore and became a lotal loss. No lives lost; estimated loss, $6,000.

The steam tug Ingraham, while running out of harbor, at midnight on the 27th of July, ran down a launch belonging to the revenue cutter Commodore Perry, which lay at anchor outside the harbor, of which disaster report was not made until the middle of October. There were two men in the cutter's launch, engaged in rowing it toward the shore, with their backs toward the approaching steamer, and having no light on board the small boat, or cockswain to guide it, and the night being unusually dark, the pilot of the tug did not discover the launch until it was under the bow of his vessel. The launch was capsized and the two men thrown overboard by the collision. One of them was rescued and the other was supposed to have been drowned. The body of the missing man was never found and it was reported that the survivor deserted from the cutter soon after the accident, and that the man who was supposed to have been drowned swam to the lighthouse pier, close at hand, and also deserted. Upon the request of the officers of the revenue-cutter the local board at Buffalo investigated the matter and exonerated the pilot of the steamtug from blame.

## THE LAKE ORE TRADE FOR 1887.

The course of the iron ore market for the present year well illustrates the change that has taken place in the character of the demand for pig iron. Some years ago, in fact, until quite recently, the demand for lake ore was chiefly for the manufacture of forge iron, and consequently it was the non-Bessemer ores that were sold earliest. It was also a fact that the manufacturers of Bessemer pig, especially at those furnaces connected with the Bessemer steel works, were by no means anxious to purchase early in the season, believing that after the pressure of the demand, growing out of the desire of the furnaces making mill iron to secure their iron, was over, they would be able to buy at better rates, and in this they were usually correct.

The present year, however, ores of Bessemer grades have sold more rapidly and earlier than the non-Bessemer ores. One reason for this probably is that many works whose chief demand heretofore has been for ore for the manufacture of mill iron are now making Bessemer. Their custom in previous years in buying for mill iron purposes has gone with them into Bessemer grades and they buy early. This has forced the Bessemer pig iron manufacturers also to buy early to protect themselves and get the ores they need.

Notwithstanding this somewhat earlier buying and the change in its methods, we do not believe that the production of Lake Superior ore is sold up for the present year. While it is true that a large part of the production of that region is sold for the season of 1887-8, it is probable that buyers can still secure all the ore they want.

It is also reported that there has been somewhat of a change this year in the custom of chartering vessels for the lake ore trade. It has heretofore been the custom for shippers to make charters for the largest part of their ore covering the entire season, at the same time leaving the freights on a portion of the ore uncontracted for, in order to take advantage of what are known in the ocean trade as "tramps" during the summer season, when there is not much freight offering. This year a very large portion of the tonnage is contracted for in advance, and a very large proportion of the ore will be brought down as early in the season as possible.—*American Manufacturer.*

## LINES AND HAWSERS.

Chicago grain trimmers are getting $1.50 per 1,000 bushels.

W. H. Horn has bought the schooner A. J. Morey for $4,000.

The schooner Anna Maria was sold on the 23rd at Milwaukee, to Captain Gaffney for $7,500.

The schooner J. F. Warner, rebuilt at Bay City after thirty-two years' service, has made three voyages across the Atlantic Ocean.

The steamer Pierrepont while running from Kingston to Wolfe Island, broke her walking beam, and the piston rod crushed through the cylinder. The damage will be about $1,800.

Another elevator is to be built this season, at Buffalo. The location is on the lake side of the Blackwell between the Terminal elevator and the Michigan street bridge. Its cost will be $400,000.

There is a prospect of some of the live stock carrying trade being done this season by water. In consequence of the railway companies cutting off passes to cattlemen, the latter are endeavoring to secure steamers to convey stock from Toronto down the St. Lawrence.

Mr. S. M. Dalzell, agent for W. L. Scott & Co., of Erie, representative of the Youghiogheny River Coal Co., and Northwestern Fuel Co., has taken office in room 15 Wilshire block, Cleveland. He will charter vessels and look after the shipping interests of these companies.

The News says: The propeller Europa, which was burnt some time ago and afterwards purchased by the M. T. Co., has been rebuilt and converted into a lake barge. She hss been christened the Regina and will leave Kingston on Tuesday next, in company with the Bella and Maggie in tow of the tug Active for Bay City.

A special dispatch from Superintendent Ellis gives the following official notice to shippers and vessel owners interested in the Welland canal: "Water will be let into the canal on May 1. Navigation will be open on Wednesday, the 4th, for vessels of 12 feet draft, and on the 26th for vessels of 14 feet draft."

The Buffalo & Lake Erie Excursion Co., re-elected the following officers: President, R. R. Hefford; secretary and treasurer, A. Cordes; directors, M. M. Drake, H. H. Baker, Thomas Maythan, Lyman Hunt, A. B. Drake, W. Robinson, R. R. Hefford, A. Cordes. The Periwinkle is to run the same as last year in charge of Captain A. B. Drake.

Captain Labelle, M. P. for Berthier and general manager of the Richelieu and Ontario navigation company, has gone to Ottawa to present a petition from the representatives of the different companies interested in the tourest traffic of the St. Lawrence, asking the minister of customs to withdraw the restrictions recently placed on travellers' baggage coming from the United States.

The Buffalo papers say: The hull pool people say they are very little affected by the outside combination. Woodworth & Hawley, of the Anglo-Nevada, wish it understood that they have had nothing to do with any company not legally qualified to transact business. It is reported that some Buffalo owners, who have placed valuable hulls with the latter firm, have insisted that the Anglo-Nevada be liable for the full amount. As far as known, these parties have been accommodated.

The Port Arthur Sentinel says: The old lighthouse, formerly situated on the government dock, at the foot of Arthur street, has been removed to the south end of the breakwater and placed on a foundation about six feet above the water level. Mr. Stewart, the contractor removing the building, says the house is as firmly established as wood and iron can make it. The timber used in the foundation is 12x12 inches and comprises twenty-six pieces with inch iron bolts twenty-eight inches long holding them secure to the breakwater.

## DULUTH HARBOR IMPROVEMENTS.

The time for receiving bids for the dredging of the harbor and repairing the piers and placing buoys expired yesterday, and the several bids for the work were opened by Captain Quinn and the contracts awarded. It will be gratifying to all to learn that Duluth firms came to the front and with their usual foresight managed to obtain all the contracts.

The dredging, for which there is an appropriation of about $38,000, will be confined to the basin between Minnesota and Rice's Points, and such dredging in the canal between the piers as may be necessary. All the dredging shall be sixteen feet below the plane of low water. The dredged material will be dumped in Lake Superior not less than three quarters of a mile from the lake end of the canal pier. The material to be dredged consists of sand and mud and is easily lifted.

The north and south piers will both be thoroughly repaired, in the course of which a large number of new piles will be driven and new rock ballast filled in where it is necessary. For this work about $10,000 is available.

There will be 25 new spar bouys placed in the harbor, painted red and black and held in position by pig iron anchors. The amount available for this work is $500.

Work will be commenced by all the parties concerned just as soon as navigation opens, and must be completed by the 1st of October. Both of the successful bidders are enterprising and energetic firms, and the work will be pushed with the same vigor which has been ever characteristic of them. As is stated below, Williams, Upham & Co., were awarded the contract for the dredging, and C. S. Barker for the repairs to piers and placing buoys.—Duluth Herald.

## SIGNIFICANT!

### SOME OF THE LAST PUBLIC OPINIONS OF A GREAT MAN.

[*New York Correspondence Cleveland Leader.*]

One has a most excellent opportunity to study "man" as represented by the average New Yorkers. Among the wealthy classes, very many of them have the waxy skin, dropsical flesh, and "puffed eyes" that are indicative of serious kidney affection. "Bright's disease" is plainly written on their faces. Since General Logan's death the subject of rheumatism is being discussed by the medical profession.

Every intelligent person, with any knowledge of the human system, is well aware that if the kidneys are in good condition all unnecessary material is regularly carried off by them. If not, various acids, such as uric acid, one of the chief causes of rheumatism, are left in excess, creating deposits that cause all sorts of chronic organic diseases. It would seem, therefore, that rheumatism, like dropsy, is not a disease, but the result of a disease, and it is safe to say that if the stomach and kidneys are kept in healthful condition, there will be no deaths from rheumatism.

General Logan was well aware that his disease was of the kidneys, and once expressed himself in indignant terms at the folly of doctors treating him for rheumatism, when it was the kidneys that caused his attacks. The high living and the excesses in all things, prevalent among wealthy men in large cities, especially in New York, is the chief cause for Bright's disease, and the aristocratic trouble known as rheumatism, even as insufficient and improper food bring about the same results among the very poor.

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The above article, which we reproduce because of its general interest, is very significant. The public believes that rheumatism is an effect of diseased blood, this disease being caused by uric acid or kidney poison. Enough of this is developed daily to kill several men, and if it is not removed by the kidneys as fast as formed, it gradually ruins the health.

This fact is a scientific demonstration.

If doctors do not admit it, it is probably because they do not wish to attract attention to the menace deranged kidneys offers to the general health, since they have no authorized specific for these organs.

General Logan knew what his real trouble was, and he recognized the nonsense of treating the effects; the real seat of the disease was the kidneys. Senator Sittig, of Illinois, whose vote elected Logan senator after four months of balloting, tells us that Logan often complained to him of great distress in his kidneys. Disease of the kidneys always produces rheumatism, and besides that, it caused paralysis, apoplexy, impotency, stomach and blood disorders, brain troubles, female complaints and countless other diseases which would almost never develop if the blood was kept free of uric acid or kidney poison.

These facts the public recognizes even though medical gentlemen for very evident reasons, will not publicly acknowledge them, lest, perchance, some proprietary medicine, like Warner's safe cure, which is sold by all dealers and is now admitted to be the only scientific specific, will get the benefit.

Fie on such bigotry! It has been authoritatively stated time and again that there can be no real sound health if there is any false action of the kidneys. Insurance companies refuse millions of risks on this ground alone, hence it is that there is such universal popularity given to the great preparation named, a popularity that is based upon intrinsic merit.

Too much dependence upon professional advice, especially in matters over which medical men admit they have no power, too often results very disastrously, but of what use to the victim is experience gained by fatal disaster!

How much better it is to be guided by an unprejudiced public opinion in such matters.

Had Logan been so guided, he might have been spared many years.

## LITERARY NOTICES.

HARPER'S MAGAZINE for May, outstrips even its own high standard as an extraordinary number replete with most interesting and seasonable matter. The initial article is upon "The Recent Movement in Southern Literature," by one of the rising poets of Virginia, Charles W. Coleman, Jun. A brief personal sketch of each writer is given, and twelve portraits with autographs embellish the text. "The Three Tetons" is a bright narrative, by Alice Wellington Rollins, of a trip to Yellowstone Park. The second and final part of Ralph Meeker's article, "Through the Caucasus," reveals the strange features of South-eastern Russia as witnessed at the time of the recent Turco-Russian war. "The Bombardment of Kars" is one of the illustrations by F. D. Millet. The fifth part of Kathleen O'Meara's Russian novel, "Narka," exceeds in interest the previous instalments; and the fourth portion of Mr. Howell's Boston novel, "April Hopes," gives five chapters more of character study, centring about a rejected proposal. The departments hold their usual abundance of entertaining matter. The tribute of the Easy Chair to Mr. Beecher is specially interesting. The Study discusses some suggestive recent books. The Drawer contains eight pages of spicy humor, with three illustrations by Van Schaick, Hyde, and Du Maurier.

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ST. NICHOLAS for May opens with a beautiful illustration, by Blum, to "Catarina of Venice," the "Historic Girl" whose romantic history is related by E. S. Brooks; while Nora Perry, in "An Only Daughter," tells of a very modern and unhistoric girl, whose story is, however, none the less interesting on that account.

How many boys who whistle "Marching Through Georgia" know the story of "Sherman's March to the Sea?" General Adam Badeau tells it in the May St. Nicholas, and it reads like a tale of adventure. It is illustrated by Theodore Davis, who was with General Sherman on the march, and by E. W. Kemble, W. L. Sheppard, and W. Taber. There is also begun in this number a three-part story of life at the U. S. Military Academy at West Point, by a recent graduate. It is entitled "Winning a Commission," and shows how the future Shermans of our country are being turned out.

---

Mr. Smith, the general agent of the Omaha at Duluth, was in St. Paul recently. He says there is little or no movement in grain over their line to Duluth because of lack of storage capacity. That was taken up five days after the last boat left Duluth last season. "Our line is now erecting warehouses with a capacity of 9,000,000 bushels," said Mr. Smith, "and we expect to be ready for 2,000,000 bushels within ten days. I think our business this year will treble that of any former year. It is difficult to tell when navigation will open. I do not think it will be before May 1, at least.

H. D. COFFINBERRY, Pres't. ROBERT WALLACE, Vice Pres't. WM. M. FITCH. Sec'y.

# THE CLEVELAND SHIP-BUILDING COMPANY,

## Detroit and Center Streets, Cleveland, Ohio.

## IRON SHIPS,

## Marine and Stationary

# ENGINES AND BOILERS,

## Blowing Engines and Steam Hammers,

## AND MILL GEARING AND CASTINGS.

We take pleasure in announcing that we have purchased the property, business and good-will of the Cuyahoga Steam Furnace Company, and will add to these works, so long and favorably known, a first-class Iron Ship-building Department, with sufficient room and all modern facilities for building two large vessels at the same time, and a Boiler Shop with most approved tools for large work, including Tweddell's Hydraulic Plant for flanging, riveting, etc.

We have associated with us Messrs. H. D. Coffinberry and Robert Wallace, late of the Globe Ship-building Co., and the Globe Iron Works, and Wm. M. Fitch, late of the Winslow Line of Steamers. We have made the following appointments: Mr. O. N. Steele, Assistant Superintendent; Mr. Thomas W. Bristow, late foreman of Wyandotte Ship Yard, Superintendent of Ship Yard; Mr. Quincy Miller, Superintendent of Boiler Shop; Mr. John Stoney, Superintendent of Foundry, and Mr. Jas. C. Wallace, Draughtsman.

We purpose building Iron and Steel Vessels of all descriptions, Marine and Stationary Engines and Boilers, Blowing Engines, Steam Helve Hammers and such other work as our large assortment of patterns eminently qualify us to build, at a minimum price.

Your patronage is solicited, and we trust that the excellence of our work, with fair dealing and strict attention to business, will secure its continuance.

## THE CLEVELAND SHIP-BUILDING COMPANY.

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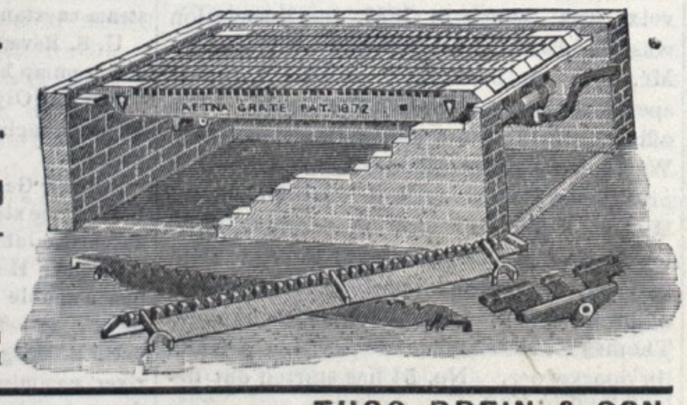


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This mine is on the shores of Lake Huron, close to a good harbor. First-class ore, assayed 70 per cent pure iron. This ore is said by experts to be much better than Lake Superior iron ore and the only ore of its kind so far discovered on this continent capable of making Bessemer steel. Will sell outright, on shares or a royalty. Specimens of ore furnished and inspection of mine solicited.

Also, two silver mines on Lake Superior, close to a good harbor. Specimens furnished. Apply to MARINE RECORD, Cleveland, Ohio.

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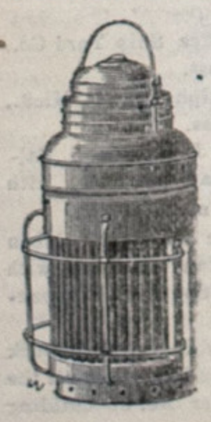

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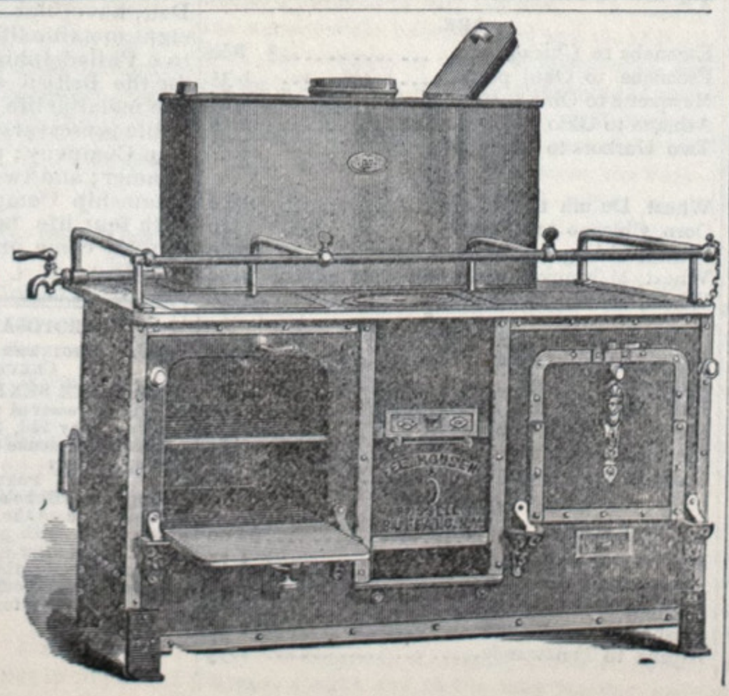

## LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, Nov. 14 1886 at 5 o'clock p. m the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

| Eastward. | Arrive | Depart. |
|---|---|---|
| No 4. Fast Limited Express..... | *2 55 A M | *3 05 A M |
| No 8, N Y, B & A Express..... | *8 25 A M | *8 55 A M |
| No 26, Elyria Accommodation..... | †7 45 A M | ..... |
| No 24, Buffalo Ac'm via Sandusky | †10 30 A M | †10 45 A M |
| No 24, Toledo Accom via Norwalk | †10 30 A M | †10 45 A M |
| No. 10, New York "Flyer"..... | ..... | *12 noon |
| No 12, N Y & B Fast Express..... | ›2 10 P M | *2 45 P M |
| No 2, Night Ex via Norwalk..... | 9 40 P M | †10 00 P M |
| No 22, Night Ex via Sandusky... | †9 40 P M | ..... |
| No 26, Conneaut Accommodation | †4 25 P M | ..... |

| Westward. | Arrive. | Depart. |
|---|---|---|
| No 1, Fast Limited Express..... | *12 15 A M | *12 25 A M |
| No. 23 Cleveland Express..... | *2 15 A M | |
| No 3, Chicago Express via " .. | ‡5 20 A M | 6 35 A M |
| No 25, Mich Accom Norwalk..... | ..... | †6 30 A M |
| No 21, Toledo Ex via Norwalk... | †12 50 P M | †3 20 P M |
| No 5, St Louis Ex via Sandusky.. | *10 45 A M | *10 50 A M |
| No 9, Chi Pac Ex via Norwalk..... | *6 15 P M | ›6 40 P M |
| No 31, Elyria ac to Elyria only... | ..... | †4 30 P M |
| No 27. Conneaut Accommodation | †8 10 A M | ..... |

Sunday train for Nottingham—Depart 8:15 a. m and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper and dining car daily on No. 10, leaving Cleveland at 12 noon; arrive Grand Central depot, New York, 7.30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

M. E GAUL, City Passenger Agent.

W. P. JOHNSON, Gen'l Pass. Agt., Chicago, Ill.

# Marine Record.

**Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.**

A. A. POMEROY, EDITOR AND PROP'

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Invariably in advance.

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Charles McCready & Co., No. 14 E. Seneca St.

Mrs. Mary Jannigan, on Michigan St. Swing Bridge.

DETROIT, MICH.—N. F. Stewart, Ft. of Woodward Av.

DULUTH, MINN.—C. F. Johnson, 323 West Superior Street.

MARQUETTE, MICH.—J. A. Vannier.

ESCANABA, MICH.—Wm. Godley.

SARNIA, ONT.—D. McMasters.

Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, MAY 5.


## *LAKE ERIE HARBORS.*

The officers of the engineer department have been engaged in the preparation of plans for the prosecution of work on the river and harbor improvements along the lakes, and it will, no doubt be of interest to know what is to be done at Cleveland and vicinity.

There will be used at the Cleveland harbor during the season $179,807. Under the positive instructions of congress $30,000 of this money must be used in building a parapet on the existing breakwaters and the balance will be expended in constructing 1,200 linear feet of the east breakwater under the approved project. As is well known, the improvement has been retarded for the past year or two owing to a change of plan for the eastern extension of the breakwater, no work being possible until congress had, by the necessary legislation, approved the project. The chief engineers gives the following concisely stated facts relative to the improvement:

The present project for the improvement of the mouth of the Cuyahoga River was adopted in 1825, and has been amended from time to time to gain increased depth. When operations were commenced in 1825 there was a long, low sandbar where the river now empties into Lake Erie, and the entrance was through a narrow, intricate channel, with a depth of about three feet. There has been expended on the harbor $368,000.

In the construction of the breakwater there has been expended $809,206, and it will take for its completion the sum of $319,250.

The improvement of the harbor at the mouth of Black River will be carried on with $8,777, and it will be expended in making the required repairs and renewal of the piers, and, if possible, in the prolongation of the piers. The unexpected and extra repairs made and to be made at this harbor will increase the estimate for repairs and renewal of piers, and their prolongation, at least $12,000, so that the sum of $20,000 is still needed to complete the existing project. There has been spent on the work $200,138. The engineers say that the commerce of this harbor is increasing, and it is therefore important that the proposed extension of piers should be carried out at as early a day as possible to prevent a recurrence of the shoaling at the entrance of the harbor.

For the improvement of Fairport harbor there is on hand for the season's work $18,536, which will be used in the extension of the piers and making the necessary repairs to the structures, and in dredging the channel to maintain a depth of sixteen feet. The cost of this work has been $237,670, and it will take $31,250 for the completion of the improvement.

Ashtabula harbor has $29,772 with which operations will be continued during the season. The engineers say the piers should be extended as soon as possible to avoid the recurrence of the bar forming at the end of the pier. The rock excavation should also be completed as early as possible, they say, to make the full width of the channel available, and dredging for the temporary relief of the harbor is imperatively called for, as the harbor is much frequented by the largest class of vessels. The amount expended on this improvement is $372,401 21, and to complete the project there is needed $50,250.

The amount on hand for the improvement of Conneaut harbor is so trifling that nothing can be done at this season. It will require an expenditure of $35,000 to complete the work at this harbor, which has already cost $112,629.

The improvement of Port Clinton harbor will be carried on with $2,000, and it will be used in repairing the existing works. This improvement has cost $46,000, and it will require $41,000 to finish it, but the engineers say that the commerce, present and prospective, is not such as to justify such an expenditure.

For Sandusky harbor there is $15,213, which will be spent in dredging the channel, the only work done in this harbor. In this work there has been used $254,450, and as the work must be continuous, no estimate of the ultimate cost can be made. No work of importance is contemplated on Sandusky River, as the engineers doubt the advisability of the improvement.

Huron harbor has $2,997 with which to continue operations, and it will be used in repairing the piers. There is still needed for the completion of the work $12,000, and up to the present it has cost $114,064.78.

Vermillion harbor will get along with an expenditure of $3,732, and this will be used in removing rock, shoals, and sand from the channel, and repairing the piers. This work has cost $114,183.64, and it will take $11,000 to complete the project; but, however, the engineers doubt the advisibility of the expenditure.

Nothing can be done for the mouth of Rocky River, owing to the want of money, but, as the Cleveland harbor of refuge is only a few miles distant, the engineers do not favor any further expenditures beyond what is required in the way of repairs, as the mouth of the river is not a port and has no commerce.

Toledo harbor has $121,534 to expend in furtherance of the plan laid down by Congress for "a straight channel along a line approved by the secretary of war." There has been spent on this harbor $704,700.

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THE struggle between the hull-pool insurance companies and the outside companies led by the Anglo-Nevada appears to be a severe one. It was discovered that the Marine Co., of London had not complied with the Ohio laws in the matter of buying the requisite securities there. As trouble was brewing on this account, the directors of the company in London met and ordered the securities bought, which was done by Chubb & Son, their American attorneys. The company has a stock of $5,000,000.

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THE hull pool insurance companies are moving against the English backers of the Anglo-Nevada in Michigan. A dispatch from Lansing says that a dispatch was received there from Buffalo on Thursday, signed by the Phœnix and other companies, stating that several unauthorized companies were soliciting insurance there and asking that their status be investigated. Will the foreign companies proceed to make themselves solid by buying state bonds as they did in Ohio?

---

THE steamer Ossifrage, lately launched for the Delta Transportation Co., is officered as follows: Captain B. Armstrong: clerk, Edward Plum; steward, Patrick Hagerty; first engineer, D. Lafrinier.

## LAKE FREIGHTS.

Freights remain firm at following quotations, on ore, coal and lumber, although the arrival of the up fleet at Chicago has had a tendency to weaken the market on grain. Quotations for the week ending this morning are as follows:

| | |
|---|---|
| **ORE.** | |
| Escanaba to Chicago | $ 95c |
| Escanaba to Ohio ports | 1.35 |
| Marquette to Ohio ports | 1.60 |
| Ashland to Ohio ports | 2.15 |
| Two Harbors to Ohio ports | 2.20 |
| **GRAIN.** | |
| Wheat, Duluth to Buffalo | 6½c |
| Corn, Chicago to Buffalo | 3¼c |
| Wheat, Chicago to Buffalo | 3½c |
| Wheat, Milwaukee to Buffalo | 3½c |
| Wheat, Detroit to Buffalo | 2¼c |
| **COAL.** | |
| Buffalo to Milwaukee | 60c |
| Buffalo to Chicago | 60c |
| Buffalo to Duluth | 65c |
| Cleveland to Milwaukee | 75c |
| Cleveland to Chicago | 80c |
| Cleveland to Duluth | 80c |
| **LUMBER.** | |
| Bay City to Tonawanda | $2.00 |
| Bay City to Ohio ports | 1.75 |
| Saginaw to Tonawanda | 2.25 |
| Saginaw to Ohio ports | 2.00 |
| Muskegon, to Chicago | 1.50 |
| Alpena to Tonawanda | 1.75 |

## LAUNCH OF THE ROBERT RHODES.

At Quayle's Sons' shipyard the new steamer Robert Rhodes was launched on Monday. Launches are becoming an every-day occurrence in Cleveland shipyards, and while they are always well attended, the bright day called out an unusual crowd on this occasion. Steamer Robert Rhodes, like her sister the Samuel Mather, went into the water gracefully and with the innumerable flags of the international signal code flying.

During the many years that Messrs. Quayle's Sons have turned steamers adrift no one has ever heard of an accident at their yard, and this event, it is needless to say, is no exception to the rule A prettier launch has never been witnessed. The new steamer is in every respect an honor to her namesake, Robert Rhodes, who has been dubbed by the ladies a handsome man, and all who were aboard of her on the passage down the river to Grover's dock, unite in declaring him a generous one.

The Rhodes is built in Quayle's best style and on honor, and is calculated to be a good one. Her dimensions are as follows: Length of keel 245 feet, over all 260 feet, beam 40 feet, hold 21 feet. She is, like all the boats built for the same owners, essentially a business steamer, and will carry about 1800 tons.

Her machinery consists of a compound engine 28 and 50 by 40 inch, built by the Globe Iron Works, her boilers being capable of furnishing steam for the working of the machinery to its full capacity. Her wheel is 11 feet diameter and 13½ feet lead. She is a double decker, has steel arches and will carry three spars.

After the launch the Rhodes moved down the river with flags flying, to Grover's dock, where she will receive her fit-out. She will be ready for sea by the end of the week. Captain W. H. Humphrey, for a number of years master of the Oscar Townsend, will command the new ship; John Pringle, last year on the Simon Langell, first mate; and Thomas Deshaw, of Marine City, second mate. Christopher Castle, who has been running the engine at the postoffice, will be chief engineer, and Thomas Hague second.

## M. E. B. A. NOTES.

George R. McCutcheon, chief of steamer Wallula, has just paid Chicago the first trip of the season. George is the corresponding secretary of No. 1, and a dandy.

George E. Averill, who was in 1878 national secretary, is chief engineer of the Charlemagne Tower, Jr. Whenever the genial George strikes any of the ports on the lakes the boys give him a royal welcome, for he is one whom they all like.

S, L. Phillips, at one time engineer upon the lakes, is now engineer of the new mill of Lyon, Clement & Greenleaf, at Ligonier, Ind. Mr. Phillips is an engineer of ability, and has the honor of running the finest flouring mill in the state of Indiana.

Although the charter of No. 54. Charlevoix, was issued in 1886, the association was not instituted until quite recently, when Mr. John A. Styninger, of Bay City, as special deputy, performed the service. The officers of the new association are, O. S. Washburn past president, John M. Ackers president, Robert O'Neil vice President, Hiram D. Wood recording secretary, Gurley Bock financial secretary, George Pappan corresponding secretary, Leslie Geddings treasurer, John Anderson chaplain, Thomas E. Newland conductor, Leroy Hamlin doorkeeper. No. 54 has started out determined to stay.

Captain A. R. Young, the newly elected president of No. 25, Stillwater, Minn., is one of the heaviest steamboat owners on the river, who started to pull a throttle on salt water.

Mr. William McCullough, the corresponding secretary of No. 25, is a navy man, an engineer of ability, and above all a profound gentleman.

---

Messrs. Thos. Drein & Son, of Wilmington, Del., have, since our last report, furnished eight metallic life boats and three life rafts to a Philadelphia steamship; two life boats for the British steamer Kate, of Liverpool; one metallic life boat, six life rafts and a lot of life preservers to the Old Dominion Steamship Company; two life rafts to a Baltimore steamer; and two to the order of the Winsor Steamship Company, of Boston, together with four life boats. From all parts of the country come orders to this house for their manufacture.

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PROPOSALS FOR REPAIRS, &c.

U. S. ENGINEER OFFICE, 89 EUCLID AVENUE,
CLEVELAND, OHIO, April 20, 1887.

SEPARATE SEALED PROPOSALS, in duplicate, will be received at this office, until 11 o'clock a.m. Monday, May 23d, 1887, at which time they will be opened in presence of bidders, for repairs at the following harbor:

PORT CLINTON, OHIO.

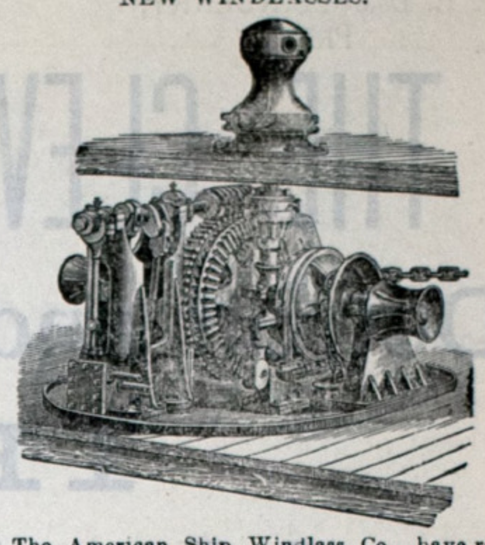
Proposals will be accompanied by a written guarantee that in case the bid be accepted, contract will be entered into with good and sufficient security within ten (10) days after notice of such acceptance.

Forms, specifications and other information can be obtained at this office.

The United States reserves the right to reject any or all proposals.

L. COOPER OVERMAN,
Major of Engineers.

## NEW WINDLASSES.



The American Ship Windlass Co., have received the following orders since the last report:

For steamer Willamette Valley, a Providence steam capstan.

Steamer Eastern Oregon, Oregon Pacific R. R. Co., a pair of engines for driving her hand windlass of this company's make.

Steam yacht Meteor, a pair of engines for driving windlass.

Steam yacht Oneida, formerly Utorvana, a pair of engines for driving windlass.

Sloop yacht Titania, a Providence pump brake yacht windlass, with automatic locking gear and Emery & Cheney patent elastic chain stoppers.

Steam yacht building by the Harlan & Hollingsworth Co., for Mr. Jas. Stickney, a Providence vertical steam yacht windlass and Emery & Cheney patent elastic surge relievers.

Steam yacht building by Houston & Woodbridge, Linwood, Pa., a Providence patent pump brake yacht windlass and Emery & Cheney patent surge relievers.

Sloop yacht Shamrock, J. Roger Maxwell, a Providence pump brake yacht windlass and Emery & Cheney patent elastic surge relievers.

Schooner yacht Gitana, Wm. F. Weld, Boston, a Providence pump brake yacht windlass, with positive automatic locking gear and Emery & Cheney chain stoppers.

Steamer Lewiston, Boston & Bangor S. S. Co., a Providence capstan windlass to replace a wood windlass.

Steamer Raleigh, Captain Jas. Corrigan, a Providence steam capstan windlass to replace a Coffin & Woodward windlass.

Steamer City of Traverse, Chicago, a Providence capstan windlass to replace a wood windlass.

Steamer C. J. Kershaw, Milwaukee, a Providence capstan windlass to replace a wood windlass.

Steamer Ranger, New York, a Providence pump brake yacht windlass to replace a wood windlass.

Steamer John A. Logan, Graham & Morton Transportation Co., Benton Harbor, Michigan, a Providence pump brake rachet windlass and Emery & Cheney surge relievers.

Thames Tow Boat Co., New London, Ct., for barges building by themselves, four Providence friction pump brake windlasses.

Canadian Government steamer Acadia, a Providence steam pump brake windlass, new style.

U. S. Revenue steamer Bear, a Providence steam capstan windlass, new style.

U. S. Revenue steamer Thetis, a Providence steam pump brake windlass, new style.

Steamer Olympian, Oregon Pacific R. R. Co., a pair of engines to drive one of their hand windlasses.

Steamer Georgia, Old Bay Line, Baltimore, a Providence steam capstan, with Winters' patent automatic lubricator.

Steamer Home, New Orleans, La., a Providence double barrel steam capstan for hauling logs.

U. S. snag boat, building for Mississippi river commission at St. Paul, Minn, a Providence double barrel steam capstan.

Steamer building by F. W. Wheeler, for Captain Thos. Wilson, a Providence steam capstan.

Steamer building by Thos. Quayle's Sons, for Captain Thos. Wilson, a Providence steam capstan.

Steam barge Gettysburgh, building by John Craig & Son, Trenton, Mich., a Providence steam capstan windlass, new style.

Steam barge building by Wolf & Davidson, a Providence steam capstan windlass, new style, and Providence steam capstan.

Steam barge just started by Wolf & Davidson, Milwaukee, for delivery in spring of '88, a Providence steam capstan windlass and steam capstan, similar to the first one ordered.

Steamer building by Murphy & Miller, Cleveland, O., for Captain John Corrigan, a Providence steam capstan windlass, new style and steam capstan.

Barge building by Milwaukee Ship Yard Co., a Providence capstan windlass.

Barge building for P. J. Ralph, Detroit, Mich., a Providence capstan windlass.

Vessel building for Mr. J. J. Knowland, California, a Providence capstan windlass, with Southards' messenger chain arrangement.

Steamer building by Neafie & Levy for Cuban parties, a Providence capstan windlass, with iron side and pawl bitts and Southards' messenger chain arrangement.

Steamer No. 80 building by Detroit Dry Dock Co., a Providence capstan windlass, with all the latest improvements. Steamer No. 81 building

by Detroit Dry Dock Co., a Providence steam capstan windlass, new style and steam capstan aft.

Steamer No. 82 building by the same parties, a Providence steam capstan windlass and steam capstan aft. Steamer No. 83, a Providence capstan windlass.

Steamers Nos. 15 and 16 building by the Globe Iron Works Co., each a Providence steam capstan windlass and steam capstan similar to the ones furnished Nos. 12 and 13 for same company.

Schooner building by Jackson & Sharp Co., a Providence new style pump brake windlass, with all late improvements.

[*Around the Lakes Continued from 1st Page.*]

BAY CITY.

*Special to the Marine Record.*

The steamer Arundel is now making three trips a week to shore points, and has loaded decks, too, at each trip.

The steamer Ossifrage, Captain Byron Armstrong, has gone to the Sault, where she is to run in connection with the steamer Minnie M.

The tug men have once more fallen into line and formed the Saginaw river barge and vessel towing association, and propose to stick to card rates this season or "bust." Richard Armstrong is president, and John Heister collector. All the tugs on the river are in and they hope to pull in harmony.

The steamer Plow Boy is to run to lighthouse reservation during the heated term and will undoubtedly meet with good business.

Captain Thomas Lester has sold the tug E. Haight to Harry Shaw and others of Saginaw. The Haight has a new boiler and hull, rebuilt from the water's edge, and is the smartest tug of her size afloat to-day.

Saginaw river mills are more secure from fire this season than ever before. There are in commission five boats, the Jas. Hay, Captain Fred King, stationed at Bay City: the Charles Lee, Captain John Davidson, stationed at the foot of Genesee avenue; the Handy Boy, Captain George Little, at Mitchell & McClure's; the C. B. Hull, Captain Har Farrington, at Stone island, and the Plow Boy, Captain B. Armstron, at Bay City. The last mentioned boat is new and equipped with the most modern machinery for extinguishing fire. The boats are within reach of telephone and on short notice can be brought to any point on the river, and throw twelve streams on any mill or lumber.

Nine new vessels are being built at West Bay City, at an aggregate cost of $1,060,000. Wheeler's shipyard is turning out seven of these. The first is the steambarge Wm. H. Gratwick, for the Gratwick, Smith & Frye Lumber Co., of Tonawanda, and Captain John Mitchell, who will be her master. She is the best modeled and best built steamer ever constructed there. She will cost $115 000, carry 2,000 tons of ore, and be ready for sea June 1. Her dimensions are: Length 65 feet, beam 40, molded depth 22 fee t An exact duplicate of this steamer, named Frank W. Wheeler is on the stocks for David Whitney, Jr. of Detroit. She is being built under the personal supervision of Captain Cuson, manager of the Whitney fleet, and will be launched the same time the Gratwick is. Another duplicate but seven feet longer, is in frame for Captain Thomas Wilson, of Cleveland, and will be ready for sea July 1. She will have a triple expansion engine of greater power, the cylinders being 20, 32, and 52 inches in diameter and 40 inches stroke. She will cost $120,000. The fourth is an exact duplicate of the third, for the Mills' Transportation Co., of Marysville, Mich., to be ready October 1. The fifth and sixth are duplicates of the third and fourth, one for David Whitney, Jr., and the other for Captain William Forbes, of Port Huron. and F. W. Wheeler. Both are to be ready in the spring of 1888. The material for all of these is on the ground and the keels wi be laid as fast as other boats are launched.

SHAW.

CLAYTON.

*Special to Marine Record*

The schooners American, John Wesley, M. J. Cummings, Watertown, Vickery, Ellsworth, and Charger are here, loaded with granite paving stone for Chicago and Toledo.

The Nipigon will go to the Ogdensburg railway for further repairs this week.

The Annie Laurie has been chartered to Charlotte parties for the season. She is now ready for business. Her name is Edith May.

Geo. Hall & Co. have sold the Lotus to Mr. Byrne, of Escanaba. She will leave for her new home this week.

All of our boats are being repainted for the coming summer. The prospects are good for a very busy season.

Machinist E. Bastian has introduced a new wheel to marine men. Many are being put on steam yachts here. C. M. M.

ST. CLAIR FLATS.

*Special to the Marine Record.*

The ranges were all in running order the night of the 25th of April, as advertised in the RECORD. The ranges at the head of Russell island, opposite Algonac, are the same as last season. There is a range on the Fish dock instead of a red over white on the same stake. The range at the foot of Herson's island runs you a little closer the American side than last season. There are three single bright lights on the most outer points at the Southeast bend, the same as last season. The lower range below Bedore's dock has been shifted down farther, making it much better, since the wreck is all gone on the Canada side, below the willows.

All mail matter to us should be addressed to McNiff & Son, Bedore's Landing, St. Clair Flats, via Detroit, care Star Line steamers.

Some unknown steamer run on, below the ranges Friday night, but worked off before morning.

The schooner Seaman, while working down, Saturday forenoon, missed stays and sagged on the bank, below Bedore's dock. She was released the same evening.

There are five schooners lying below the Southeast bend, for want of a tug to pull them about a mile, the wind being southeast, it blows down the river at this point. With a tug's assistance for that distance they could go on their way rejoicing.

The Lake St. Clair fishing and shooting club have, during the winter, built a new main part to their club house, something very much needed.

Mr. James Slocum, proprietor of the great summer resort at the St. Clair Flats, has built an extensive addition to the Star Island house, where he is prepared to meet his many guests with that good, jovial way of his. This is one of the finest resorts in the states, where all of the delicacies of the season can be found in abundance. The St. Clair Flats is one of the healthiest places in the whole world. We substantiate this statement by saying that in order to start a cemetery some one will have to be killed. We have been here five years and know of no deaths from sickness, but do know of hundreds who have come here when about ready to pass in their checks, and have gone away stout and hearty.

McNIFF & SON.

SAND BEACH.

*Special to the Marine Record.*

Following is a list of vessels and barges entering this port during the week, for safety and on business: Tuesday the steamer City of Alpena's black hull, loomed up, on her first trip on the shore route. After leaving, the passenger steamer City of Alpena and steambarge Tecumseh had a collision during a heavy fog four miles northeast of here Tuesday afternoon. The Tecumseh was bound up with one consort and the Alpena down with a large load of passengers and freight. The Alpena called here. Her stem is badly bent above water, but she was not leaking. The Tecumseh returned here. She is leaking badly, but can keep herself free with her pumps. The Alpena struck her a glancing blow amidships. On Monday evening as the steambarge Ira Chaffee was coming up the lake she broke down outside and had to return to Port Huron for repairs, and her two barges sailed into the harbor. Thursday the lighthouse supply steamer Warrington stopped on her first trip up to supply the lighthouses of this district. The propeller Sakie Shephard, with one barge in tow, and later on the propeller George King, towing the schooners Teutonia, Frank Perew and Kingfisher, and the propeller Annie Smith with the schooner Redwing sought shelter from a strong northerly wind and sea. Friday the sea was very high and but few steamers passed this port, and those few were bound down. The propeller W. H. Stevens came in for shelter. The fleet all got under way Saturday morning. The propeller Lowell came in Saturday night and picked up the barge St. Clair, which was laid up at this port last fall.

LUFF.

MANITOWOC.

*Special to the Marine Record*

The Morning Star, which was rebuilt here, has been launched.

The schooner Nellie Redington came out of drydock here a few days ago, where she has received extensive repairs, and was towed by the tug Arctic to Milwaukee to load.

The steambarge George Burnham mistook a fish pier for Horn's pier, and run on to a rock, but she worked herself off with but little damage.

The steam fish boat Anderson came in here with a load of fish from Manistique for Chicago, her first trip.

The schooner Annie O. Hanson was pumped out on Saturday and put in drydock here. The Hanson ran ashore, three miles north of Two Rivers during a heavy fog last November, and was brought here by the tug John Gregory for repairs.

The steamer Chicago, of the Goodrich line, has gone from here to Chicago. Steamer Corona also left here on her first trip to Sturgeon Bay, and as soon as Green Bay opens will make weekly trips to Green Bay City during the season. VACUUM.

OSWEGO.

*Special to the Marine Record.*

The vessels which wintered here have gone and the harbor is somewhat bare. I will give their destinations: The schooners Frank D. Barker, coal, Charlotte to Chicago; the schooner Oliver Mitchell, Jennie Matthews, Blazing Star and Westside, coal, Fair Haven to Chicago; schooner John Magee, coal from N. Y. O & W. trestle, to Sandusky, at 55 cents; schooner Kate Kelly, coal from D. G. & W. trestle, to Toledo; schooner Jennie White, coal, Fair Haven to Chicago; the schooner Willie Kellar, lett here for Grindstone Island, to load stone. The following schooners are loading. American, John Wesley, M. J. Cummings, Lem Elsworth and Vickery load granite paving stone at Grindstone Island for Chicago.

The propeller Merrimac, loaded coal here last week from D. G. & W. trestle for Port Arthur.

The schooner Samana is here unloading wet grain from the steamer Myles, which sunk at Kingston last fall. The grain goes to New York. It is owned by Harvey & Henry of Buffalo.

The wrecked schooner Comanche, is at Goble & MacFarlane's drydocks, where a survey will be held and the repairs made. The schooner Loretta Rooney, formerly the Mary Taylor of Kingston, was on Goble & MacFarlane's dock, this week, being refastened and calked. The schooner Madeline T. Downing, has finished her repairs and loads coal from the D. L. & W. trestle, for Toledo. L.

FRANKFORT.

*Special to the Marine Record.*

Tug John Gregory, of this port, has been sold to Cleveland parties for $9,000. She will tow at that port. She was built at Green Bay in 1878. Net tonnage, 46.34. She received a new wheel, repairs to boiler, and painted white with green bottoms instead of black, her former color. She is a powerful puller, having the engine of the old propeller Union, a well known boat, wrecked off Marquette, Lake Superior, many years ago.

The tug D. P. Hall will tow at Frankfort this season.

The wrecking schooner Experiment, of Racine, Captain Mike Beffel, is here, engaged in picking up the lumber of the wrecked barges Menekaunee and Marinette, lost here last season. W. M. Woodward has recovered three anchors and chains from the barges thus far.

The schooner Minnehaha has been purchased by Captain Charles Butler, and is engaged in the freight carrying trade between Frankfort and Milwaukee.

The new Frankfort life saving station, with Thomas E. Matthews in command, was opened for service April 21.

The North Michigan line propellers Lawrence and Champlain are now making regular trips. BURMEISTER.

PORT HURON.

During the gale on the 1st, the schooners Louis O'Neill and Thomas L. Parker broke away from the tug Swain and collided with each other. Captain Fitch, of the schooner Thomas L. Parker, writes that the schooner Louis O'Neill, Captain Thomas Walker, went to the bottom of Lake Erie after the collision, ten or fifteen minutes after the crew left her. The Parker arrived here Monday and is having her damage repaired. Concerning the collision, Captain Fitch says that while the storm was raging, the tug Swain, finding it impossible to make any headway, attempted to round to with the tow. In making the maneuver the hauser parted and the O'Neill with her canvas set, dragged down upon the Parker's bow while the latter was trying to come in stays. The Parker's jibboom went through the O'Neill's foresail, jerking it out of the bolt ropes. Then the O'Neill shot across the Parker's bows, the Parker's jibboom raking along her rail and fouled with her main and mizzen rigging. In quick succession the O'Neill's mainmast and mizzenmast were broken off near the deck, and fell crashing into the sea. The wreck lies about three miles southwest of Port Stanley. The crew of the O'Neill took to the yawl and reached Conneaut after twenty-two hours in the open boat. Captain Walker's daughter was with him in this trying time. They have gone to their home in Marine City. The O'Neill was formerly the hull of the old propeller Colwell rebuilt in '84, valued at $18,000 and owned by Robert Holland, of Marine City. It is believed the latter has no insurance on her.

SHEBOYGAN.

The steambarge G. P. Heath, which left South Chicago, caught fire in the lake Monday and was burned to the water's edge. The crew escaped with the exception of George Olsen, of this place, who was drowned while attempting to swim ashore.

Captain J. H. Louden, an old and well-known vessel master, died Wednesday at Sheboygan, Wis. He has not sailed since being wrecked on the schooner Pride, near Whitefish bay, two seasons ago.

The steambarge G. P. Heath, loaded with hay, caught fire forward Monday afternoon when off this port and about five miles out in the lake. The crew at once began to battle with the flames. The boat could not be headed in, as the furious westerly gale that was raging would have caused the fire to spread throughout the steamer. The Heath was finally turned towards Centerville Point and when near that place the crew endeavored to make a landing. She struck the beach about thirty yards from shore. The mate and the second engineer took to the small boat, but it swamped, and before the occupants could bail out the water the painter parted and it drifted a few miles north, where the men landed. The people on shore formed a volunteer crew and went out to rescue the remainder of those aboard. After getting alongside a line was connected with the steamer, but was burned away. The current carried the rescuing party away. Those on shore, seeing the fate of the second boat, sent out a third one, which rescued the captain and the steward. The wheelsman, George Olsen, and first engineer Rogers refused to enter for fear of swamping it. After the small boat reached the piers the last effort to rescue the barge was made, but before the boat made one-half the distance flames compelled the men on the steamer to jump overboard. Engineer Rogers was the first to make the leap, and after a hard struggle against the current and undertow he reached the beach exhausted. George Olsen was evidently stunned, as he appeared unable to make any headway towards the shore. Ernest Tiesmer, a young farmer, seeing the peril of the wheelsman, plunged into the waves and soon reached the drowning man. He succeeded in carrying his burden about fifty feet, when he was compelled to let go and swim for his life. The mate and the second engineer attached a line to their bodies and reached Olson and with great difficulty brought him ashore. He was dead. The steamer is a total loss. She was valued at $6,000 and the cargo at $600.

MILWAUKEE.

Saturday night closes the season of winter storage at the elevators, and all vessel room that was on the market was quickly taken at ½ a cent a bushel. Additional storage will be charged after Saturday night. The amount of wheat that has gone out of Milwaukee in vessels since the opening of navigation is over 1,000,000 bushels. The fleet which has been clearing at intervals since Sunday last is as follows: For Chicago, schooners Charles Wall, 40,000 bushels; and Anna Maria, 17,000 bushels. For Buffalo, propellers W. H. Barnum, 46,000 bushels; R. P. Flower, 73,000 bushels; Veronica, 55,000 bushels; A. E. Packer, 55,000 bushels; schooners D. Swan, 39,000 bushels; John O'Neill, 41,000 bushels; Itasca, 23,000 bushels; Nellie Redington, 51,000 bushels; S. V. R. Watson, 33,000 bushels; David Vance, 46,000 bushels. For Sandusky, schooner Arthur, 24,500 bushels; R. Halloran, 54,000 bushels; M. S. Bacon, 42,000 bushels; H. M. Score, 20,000 bushels. The aggregate capacity of the craft that sailed was 619,000 bushels, while those lying at the elevator loading have a joint capacity of nearly 500,000 bushels more.

ERIE.

The United States steamship Michigan, was the scene of leave taking and paying of honors out of respect to Captain J. J. Read, who made a formal delivery of the ship to Lieutenant Commander Hunker. Captain Read goes to-morrow to his new duty in the fourth lighthouse district, extending from Squam Inlet, N. J., to and including Metomkin Inlet, Va. Captain Read's territory includes the seacoast of New Jersey below the highlands of Navesink, Absecom, Atlantic City, Cape May, Delaware bay and river, seacoasts of Delaware and Maryland; and parts of the seacoast of Virginia. His headquarters are in the postoffice building, Philadelphia. Captain Read took leave of the officers and crew and spent the day in calling on old friends, among whom was the venerable and retired Captain Murphy, who lives at 418 East avenue, and who hoisted the first pennant on the Michigan. Captain Read came to the Michigan as its commander in 1884, and since then has made a new ship of her.

It is now definitely known that the new commander will be Captain H. F. Picking, now secretary of the U. S. lighthouse board at Washington, D. C., in which duty he has been engaged for five years. Captain Picking cannot report for duty here till the end of the fiscal year and the ship will therefore be under the command of Lieutenant Hunker until that time.

### CANADIAN LAWS.

Collectors of customs at lake ports in the United States have received from the Canadian minister of marine the following rules governing American vessels that trade to Canadian ports:

Foreign vessels may transport cargo and passengers from a foreign port and land the same at two or more Canadian ports, clearing from each in succession until all of said cargo and passengers are landed.

Foreign vessels may take cargo and passengers from two or more Canadian ports and transport the same to a foreign port, clearing from each in succession, but taking final clearance for such foreign port at the last Canadian port which they enter on such voyage.

Foreign vessels shall not take freight or passengers at one Canadian port and land the same at another Canadian port, and the master or owner of any vessel found to have violated this rule shall be subject to a penalty of $400 for each such offense, and the vessel may be detained until the same is paid.

Foreign vessels bringing cargo or passengers from a foreign port may, after landing the same, be permitted to clear light to another Canadian port for the purpose of loading cargo for a foreign port, and may clear from port to port to complete such cargo, taking final clearance as above.

Foreign vessels may tow other vessels from a foreign port to a Canadian port, but if they drop or part from any such vessel in Canadian waters they shall not again take such vessel in tow for the purpose of moving the same further in Canadian waters.

Foreign vessels may tow other vessels from a Canadian port to a foreign port, but having parted from such vessels in Canadian waters they can not again take such vessels tow to move them further in Canadian waters; but this and the preceding rule are not to apply to an accidental parting of such vessel by breaking hawser or other temporary damages.

Where foreign vessels bring cargo or passengers from a foreign port consigned to more than one Canadian port the masters of such vessels must make a full report of the whole contents at the first port of entry and distinguish therein the items to be there landed and the ports at which all other items are to be landed. Such report must be made in duplicate, with an additional copy for each succeeding port at which there are goods to be landed, and the collector or proper officer of customs shall mark each item in such report with the entry number, if entered, and in case of any item landed and placed in sufferance warehouse without entry it shall be marked with the letter "L" in said report, duplicate copies to be filed at said first port of entry and the others to be carried with the vessel, and one to be filed at each succeeding port of entry.

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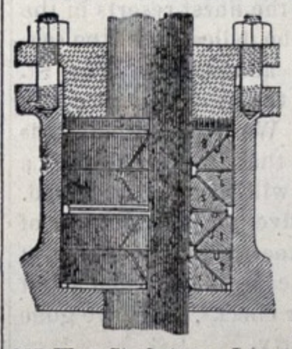

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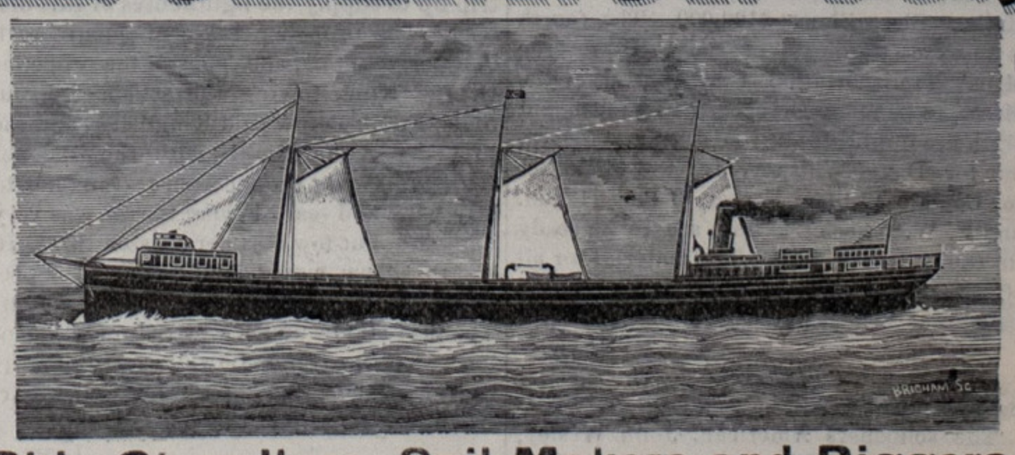

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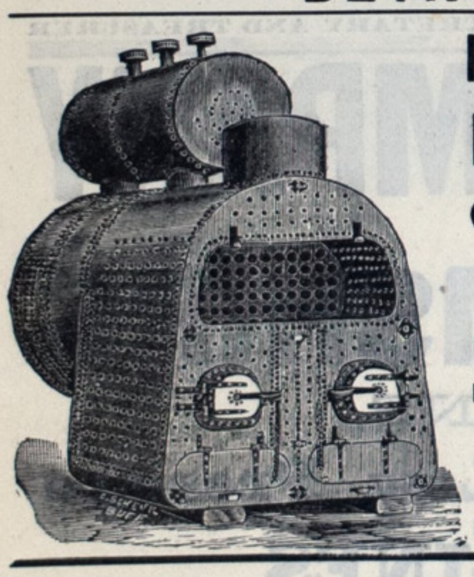

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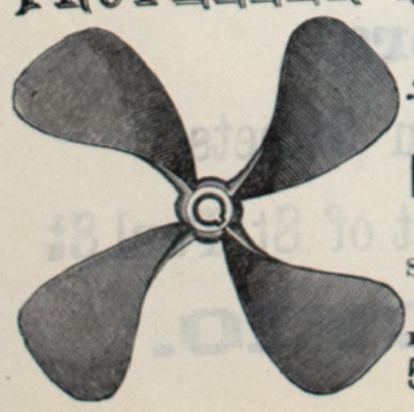

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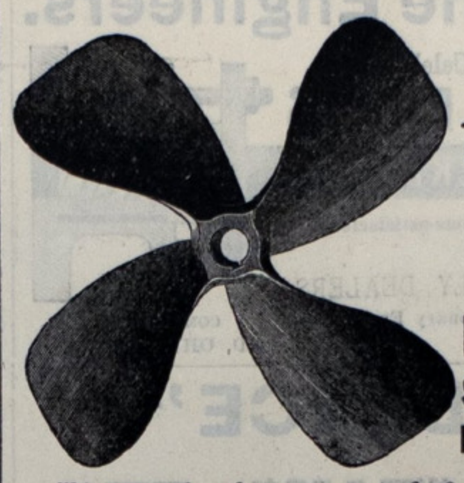

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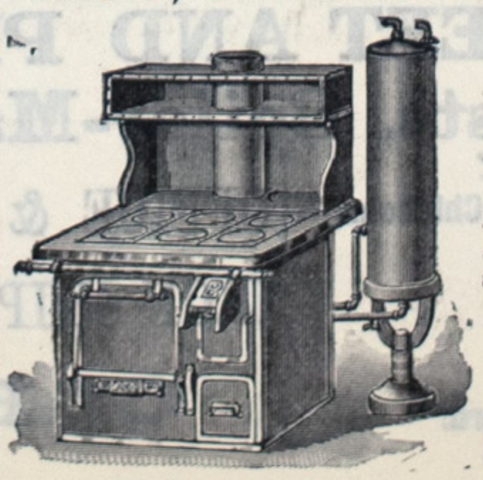

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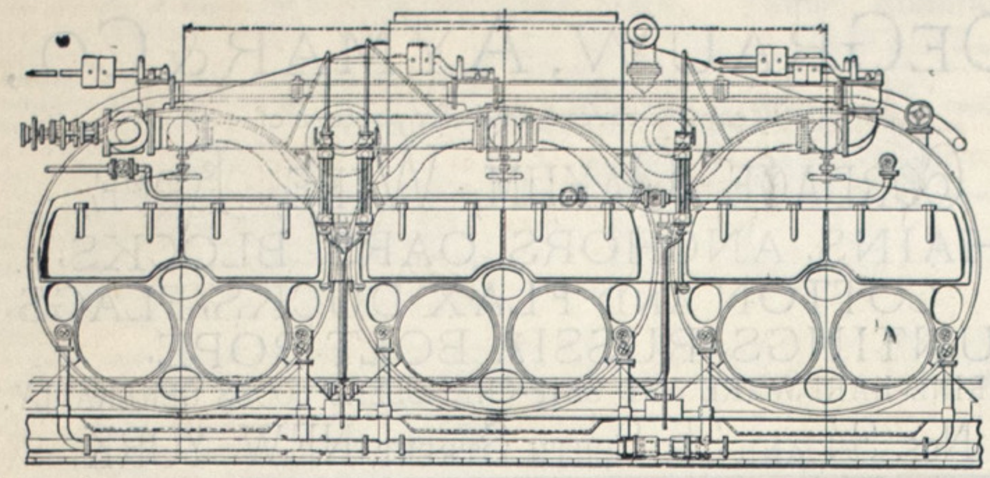

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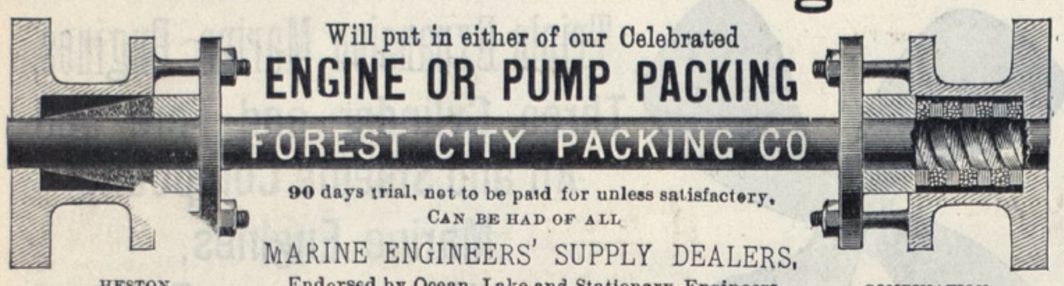


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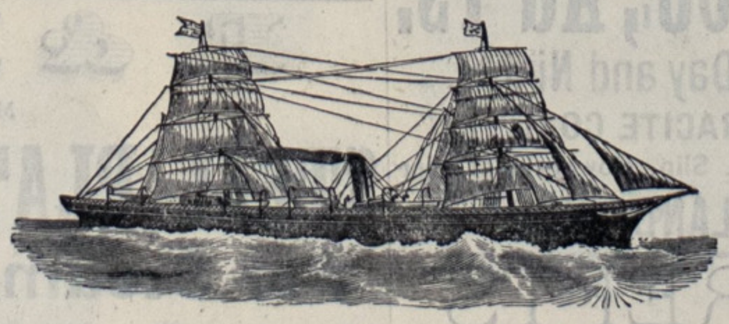

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